

RIO NUEVO DOWNTOWN WEST COMPONENT REDEVELOPMENT PLAN

**CITY OF TUCSON
PLANNING DEPARTMENT**

SEPTEMBER 1979

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Adopted by Mayor and Council - September 10, 1979 - Resolution 10939

FORMAL ACTION

Mayor and Council

August 6, 1979 - Resolution 10912 (Blight Declaration)

September 10, 1979 - Resolution 10939 (Adoption)

August 1, 1983 - Resolution 12381 (Amendment)

HEARINGS

Mayor and Council:

September 10, 1979

August 1, 1983

Planned Area Developments were originally adopted as "Specific Plans" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The terms "Specific Plan (SP)" and "Specific Planned (SP) Districts" were changed to "Planned Area Development (PAD)" and "Planned Area Development (PAD) Districts" by Ordinance 9374 which was adopted by Mayor and Council on April 10, 2000. This change in title does not affect the substantive provisions for the districts as adopted.

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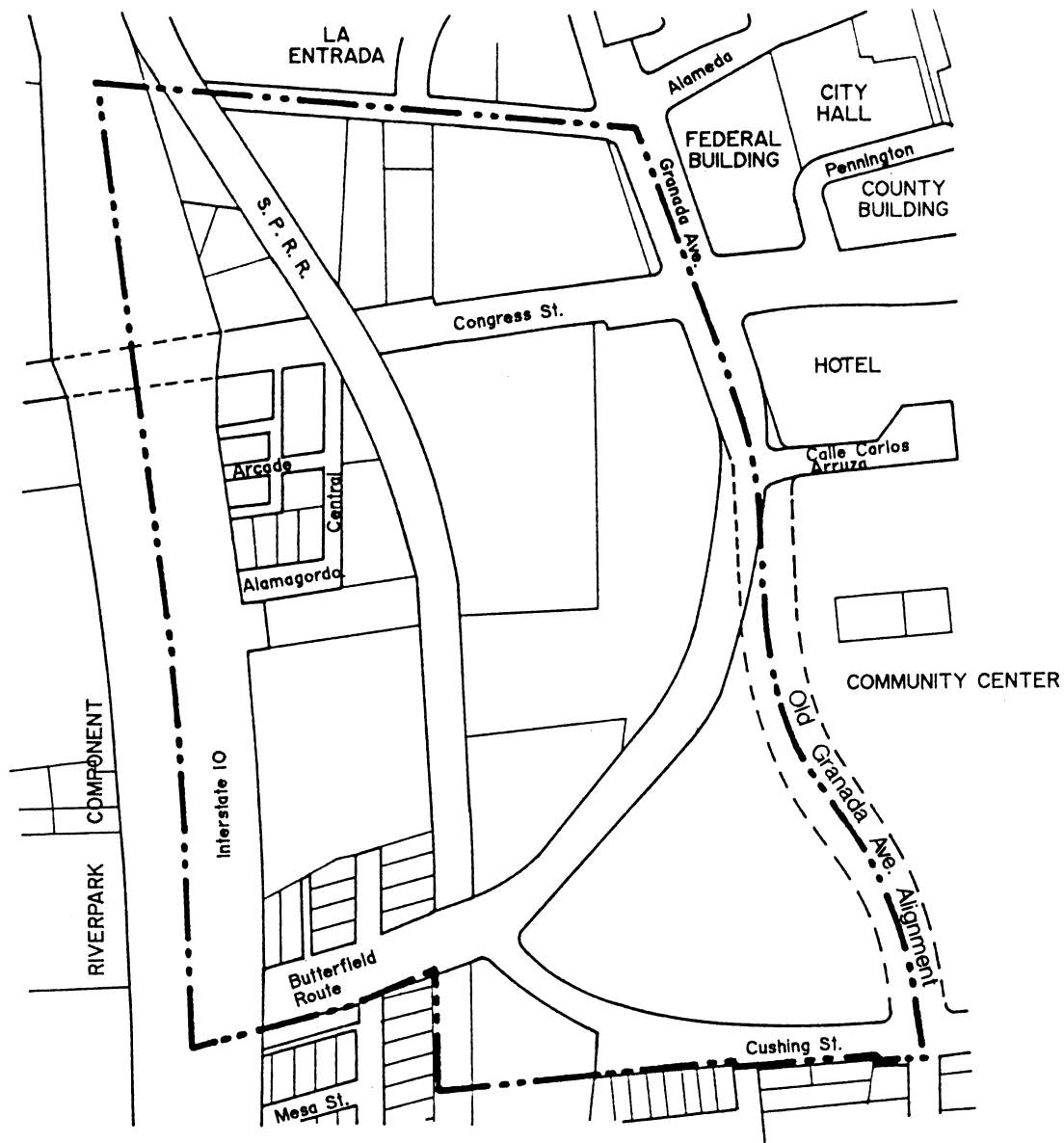
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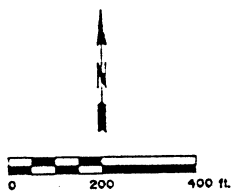
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Rio Nuevo Redevelopment Project
Downtown West (El Centro) Component



--- Project Boundary

Profile

The *Downtown West Component* is a part of the original *Rio Nuevo Redevelopment Plan* and is bound, generally, by Alameda Street on the north, Cushing Street on the south, Interstate 10 on the West and Granada Avenue on the east. Exhibit “A” more accurately depicts the Component’s boundary.

Purpose

The purpose of the *Downtown West Component* was “to encourage and facilitate the provision of attractive and harmonious commercial office, transient accommodations and recreational facilities along the Congress Street and Interstate 10 Freeway corridors” and “to ensure that pedestrian/transit linkages are designed in an integrated manner to provide for alternative transportation systems . . . that link the project area to the Riverpark Component of the Rio Nuevo Project and to the other areas of downtown Tucson.”

Plan Background

There has been a long history of planning efforts that have taken place in and around the western edge of downtown. These efforts encompassed land parcels in the Central Business District and on both the east and west sides of Interstate 10, with the primary objectives of providing for physical land uses and creating functional links between the two areas.

Following is a list of several of these efforts:

- Urban Renewal Plan (1965) - (expired)
- Pueblo Center Redevelopment Project (1965) - (expired)
- Rio Nuevo Redevelopment Project Redevelopment Plan (1979) (*Downtown West Component*)
- Rio Nuevo Redevelopment Plan (1982)
- Rio Nuevo Redevelopment Plan/Planned Area Development (1987)
- Tucson Community Center Planned Area Development (1987)

In sorting these efforts in chronological order, an *Urban Renewal Plan* covering the entire Central Business District (CBD) was adopted in the mid sixties. An *Urban Renewal Plan* was the necessary management and regulatory tool to serve as an umbrella, whereby, "Project" plans could be prepared to create significant redevelopment opportunities and address issues unique to specific areas targeted for redevelopment.

The first "Project" plan undertaken was the *Pueblo Center Redevelopment Project (PCRP)*. It covered parcels east of the Interstate in the CBD and provided for the elimination of slum and blight in the Downtown. Through community support the *PCRP* focused on the development of the present Governmental Complex and construction of the Tucson Convention (Community) Center.

The next "project" was the *Rio Nuevo Redevelopment Project Redevelopment Plan* which emerged in 1979 as an amendment to the *Urban Renewal Plan*. At adoption, this project actually created

four large land parcels. Three were established as Riverpark Components I, II, and III west of the Interstate. The fourth parcel created the *Downtown West Component* (originally named El Centro).

The triangular parcel of land in Exhibit B bounded on the south by Cushing Street and on the west by Granada Avenue is part of the *Rio Nuevo Downtown West Component*. Previously part of this parcel was part of the Pueblo Center Project. The land use of this parcel changed from a public and semi-public use under the Pueblo Center Project to a parking use under the *Downtown West Component*.

More specifically, the *Downtown West Component* covers certain land parcels east of Interstate 10 between Cushing Street and Congress Street. It was amended in 1983 and renamed from *El Centro* to *Downtown West* to avoid confusion with the *El Centro Redevelopment Plan* adopted in 1983, which was the name given to the new redevelopment plan for the downtown core.

In addition to changing the name of the component, the 1983 amendment contained two other elements:

1. Increased densities to allow for high-rise development.
2. Consolidated the eastern half of the redevelopment area and clarified "air rights" development of the Community Center parking lot.

(August 1, 1983, Resolution No. 12381 RN-DWC, see Exhibit C.)

When the *Urban Renewal Plan* expired, a *Rio Nuevo Redevelopment Plan* was adopted in 1982 to supercede the *Rio Nuevo Redevelopment Project Redevelopment Plan*. It covered the same general areas but offered different land uses and recommended zoning classes.

The 1982 *Plan* only affected the three Riverpark Components west of the Interstate and not the *Downtown West Component*. However, the adoption of the *Tucson Community Center Planned Area Development* in 1987 did affect the *Downtown West Component* by resulting in the realignment of Granada Avenue and facilitating expansion of the Convention Center into and amending a portion of the southeast corner parcel of *Downtown West Component* (originally a Pueblo Center parcel). The rest of the *Component* is still in effect as amended in 1983.

I

BOUNDARIES OF THE EL CENTRO COMPONENT (See Exhibit A)

II

EXISTING LAND USES AND CONDITIONS OF THE REAL PROPERTY THEREIN

Existing land uses and building conditions are described in "Exhibit B" attached hereto and made a part hereof.

III

REDEVELOPMENT PLAN OBJECTIVES AS THEY RELATE TO DEFINITE LOCAL OBJECTIVES

Objectives of the *Redevelopment Plan* for this Component of the project area, as they relate to definite local objectives regarding appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities and other public improvements, and as they relate to the proposed land uses and building requirements in the redevelopment project area, include the following:

- A. Conformity with the *General Plan* for the City of Tucson with respect to land use, thoroughfares and redevelopment.
- B. Compliance with policies of the *Old Pueblo South Plan*, adopted January 2, 1979, and more specifically to:
 - 1. "Image: Bring about an image of renaissance in the OPS area and Downtown. A key to this is the revitalization of areas bordering the I-10 Freeway, and
 - 2. Create Employment and Investment Opportunities: Encourage commercial investments on the vacant and underutilized land of Old Pueblo South to bring about new in-town employment opportunities and enhanced property tax base."
- C. Furtherance of the attainment of goals and policies set forth in the *Inner City Revitalization Study*, adopted December 23, 1974, which, among other things, acknowledges and encourages commercial development potential in appropriate areas of the downtown.
- D. Conformity to and furtherance of the goals of the *Santa Cruz Riverpark Master Plan*, adopted February 13, 1978, which identifies, among other things, the need "to form a bridge of land use between river-oriented activity areas and downtown cultural and visitor facilities" and which stresses the importance of pedestrian linkage and alternative transportation systems, including possible Personal Rapid Transit (PRT) - type systems, similar to the proposed Mitchell system, connecting the project area and the *Riverpark*

Component of the Rio Nuevo Redevelopment Project in the Santa Cruz Riverpark, the Pueblo Center Redevelopment Project and the La Entrada Redevelopment Project.

- E. Furtherance of the attainment of goals and policies of the *Plan* for Downtown Tucson, adopted May 30, 1978, which, among other things, acknowledges the importance and opportunity for new commercial, office and transient facility development on vacant and underutilized land in the Congress Street and Interstate 10 Freeway corridors, with special emphasis on upgrading the visual appearance of the major freeway entry point to downtown Tucson at Congress Street, and for the development of linkages and circulation networks between land use functions in the downtown.
- F. Encouragement and reinforcement of the growing atmosphere of cooperation and understanding between the public and private sectors through emphasis on owner participation as redevelopers of project land, subject to compliance with *Plan* restrictions and performance standards and to provision by the public sector of incentives in the form of streets, utilities, plazas and open spaces, parking and other public improvements and innovative financing measures. The cooperation of owner-redevelopers in carrying out this Component of the *Plan* is strongly emphasized as an alternative to extensive public land acquisition.
- G. Encouragement of excellence of design and of land conservation of publicly accessible, landscaped open spaces through the provision of parking garages and/or parking decks permitted by air rights development instead of large surface parking areas.
- H. Restoration and preservation of the El Paso and Southwestern Railroad Terminal as an historic structure that is eligible to be listed on the National Register of Historic Places.
- I. Demonstration of solar energy design and construction techniques to promote efficient energy usage.

IV

LAND USE PLAN SHOWING PROPOSED USES OF THE AREA

The *Land Use Plan* is shown as "Exhibit C" and is supplemented by a Concept Plan attached as "Exhibit D." Both exhibits are attached hereto and made a part hereof. These exhibits are made deliberately general to provide flexibility in land use and structural design to owner participants, subject to administrative and site plan review procedures to ensure the substantial attainment of *Redevelopment Plan* objectives, including excellent design quality, provision of coordinated and landscaped pedestrian ways, and proper spatial relationships between buildings.

V

**STANDARD OF POPULATION DENSITIES, LAND COVERAGE AND BUILDING
INTENSITIES IN THE AREA AFTER REDEVELOPMENT**

Land uses and building requirements will be governed in most of the project area by the "R-5" Residential-Commercial Zone (Tucson City Code Section 23-161 through 166), and "B-3" Business Zone (Tucson City Code Section 23-281 through 300), "B-2" Business Zone (Tucson City Code Section 23-231 through 240), the "B-2H" Business Zone (Tucson City Code Section 23-251 through 267), the "H" Historic Zone (Tucson City Code Section 23-455), and by the "R-2" Residential Zone (Tucson City Code Section 23-97 through 104) on the balance of the area, as shown in "Exhibit C".

The permitted uses in areas designated in "Exhibit C" as "Commercial Office" shall be: commercial, professional and public offices; financial institutions; supporting retail and service uses including restaurants, specialty shops and personal service establishments; transient accommodations; and similar uses. Off-street parking and loading shall be provided in accordance with Section 23 of the Tucson City Code.

The permitted uses in areas designated in "Exhibit C" as "Highway Service" shall be: automobile service stations, restaurants, visitor information facilities, souvenir shops, and similar uses; and off-street parking and loading in accordance with Section 23 of the Tucson City Code.

The permitted uses in areas designated in "Exhibit C" as "Transient Facilities" shall be: transient accommodations such as hotels and motels or major recreational facilities such as "theme parks," including such customarily incidental uses as restaurants, gift shops, personal service establishments, and similar uses; and off-street parking and loading in accordance with Section 23 of the Tucson City Code.

The permitted uses designated in "Exhibit C" as "No Use Restrictions" shall be those uses permitted by the provisions of the existing zoning district in accordance with the appropriate section of the Tucson City Code.

More specifically, the *Plan* proposes to achieve the following:

A. Land Use

1. Principal Land Uses

The primary land use strategy of the project is to encourage and facilitate the provision of attractive and harmonious commercial office, transient accommodations and recreational facilities along the Congress Street and Interstate 10 Freeway corridors in what is presently a slum and blighted area, and to ensure that pedestrian/transit linkages are designed in an integrated manner to provide for alternative transportation systems, including a possible Personal Rapid Transit

(PRT) type system, that link the project area to the Riverpark Component of the Rio Nuevo Project and to other areas of downtown Tucson, including the Pueblo Center and La Entrada Redevelopment Projects. Assurances that these goals will be met will be provided through owner participation agreements, design review controls and, if necessary, through imposition of covenants and restrictions following public acquisition of property.

The principal land use areas are generally north and south of Congress Street and along the Interstate 10 Freeway, and include therein a structure eligible for designation to the National Register of Historic Places. This structure is the old El Paso and Southwestern (EPSW) Railroad Terminal, which is proposed under this *Plan* to be converted, restored and preserved as a restaurant or similar use plus office and related uses in appurtenant portions of the building.

Appropriate areas of the principal use area will subsequently be designated for open space, parking, loading and pedestrian and transit circulation pursuant to site plan review and zoning criteria.

Southerly portions of the project area are proposed to be continued in their present use(s), subject to upgrading or to public improvements which will enhance or modify such use(s) and the functioning of the area generally. These areas include the Community Center parking lot, the northerly block of the El Membrillo single family neighborhood, and the existing Southern Pacific Railroad right-of-way.

2. Alternative Land Uses

Notwithstanding the major emphasis on a commercial office development strategy for *El Centro Downtown West*, an important element of the total inner city redevelopment strategy is to create significant destination place activity areas that will attract visitors and recreational uses to the inner city.

Such a use is commonly described as a "theme park," combining, recreational, historical, cultural and commercial activities within a framework of a specialized architectural theme. Such a use is relatively land intensive, requiring 15 to 20 acres to accommodate facilities and parking. The establishment of such a use is subject to very special economic and locational circumstances. Although a "theme park" use is a permitted use within the area designated as "Transient Facilities" in "Exhibit C", the additional use of certain portions of adjacent designated use areas would be deemed consistent and compatible with the policies and purposes of this *Plan* subject to specific approval by the Mayor and Council of the City of Tucson and subsequent rezoning actions.

The Community Center parking lot may also be developed as commercial, professional and public offices, and hotels and motels. This can be accomplished by either utilizing the air rights above the lot or by developing at ground level and

replacing the Community Center parking with parking structures, if needed. Development intensity is limited to B-3 or R-5 zone development standards or similar development intensity.

Alternative land uses in the northern block of the El Membrillo neighborhood are limited to "C-2" commercial development. Such conversion is subject to voluntary land sales. The conversion of "R-2" use areas to "C-2" alternative land uses is subject to rezoning approval by the Mayor and Council prior to implementation.

Alternative land uses for the Southern Pacific Railroad right-of-way, in the event it should be abandoned as active right-of-way, are for possible conversion to a 2 or 4-lane thoroughfare serving the commercial uses on the project site, and possibly serving as part of a longer downtown bypass route, or for conversion to other land uses consistent with adjacent land uses designated in the *Plan*.

B. Population Densities

The Downtown West Component of the Rio Nuevo project involves primarily non-residential land uses. Population densities in the existing El Membrillo neighborhood portion of the Plan would approximate 20 persons per acre in that segment of the project area.

Daytime population density in the project area developed for office, commercial and transient facilities is estimated to be approximately 4,800 when fully developed. This population density is consistent with Central Business District trends and conditions for employment areas, subject to provision of adequate parking and circulation.

C. Land Coverage and Building Intensities

Project area development will be regulated by the design requirements of Chapter 23 of the Tucson City Code depending on the applicable zone while meeting the overall design objectives for the project area enumerated in Section XI.B. of this redevelopment plan.

VI

PROPOSED CHANGES IN ZONING ORDINANCES AND MAPS, STREET LAYOUTS, STREET LEVELS AND GRADES, BUILDING CODES AND ORDINANCES

A. Zoning Changes

Existing zoning on the site includes the R-2, HR-2, R-3, B-2, B-2H, and I-1 zoning classifications, some of which are proposed for change to classifications as shown on the *Land Use Plan*, "Exhibit C." Such rezoning will be carried out prior to redevelopment of affected portions of the site in accordance with legally established procedures of the City of Tucson.

B. Street Changes

The *Land Use Plan*, "Exhibit C," and the Concept Plan, "Exhibit D," indicate the widening of Congress Street to a 120 foot, 6-lane divided right-of-way between the Interstate 10 Freeway and Granada Avenue; abandonment of all or portions of the now obsolete Butterfield Route; and abandonment of the right-of-way of Alamagordo Street, Arcade Street, Circle Drive and portions of Central Avenue.

The *Land Use Plan* also describes several optional street changes that may be necessary to accommodate the City of Tucson's long range plans for transportation improvements in the project area. Among the City's long range plans for transportation, as reflected in the *Santa Cruz Riverpark Master Plan*, the *Old Pueblo South Plan* and the *Plan for Downtown Tucson*, is possible acquisition of the Southern Pacific Railroad right-of-way throughout the project area, when and if it should become available, to permit construction of a 2 to 4-lane thoroughfare. The thoroughfare would both serve and bypass the commercial office development contemplated in the project by facilitating circulation and reducing congestion, particularly during peak hours. The possible acquisition of such right-of-way could also, in the alternative, be converted to other land uses consistent with adjacent land uses designated in the *Land Use Plan*.

A second optional street change involves another long range transportation plan, as reflected in the *Plan For Downtown Tucson*, to widen Cushing Street to a 60 to 100 foot right-of-way and connect it with the existing McCormick Underpass at the Interstate 10 Freeway. This possible widening of Cushing Street would not extend east of Granada Avenue.

Project activities are not contingent upon either street change, nor will project activities affect their possible implementation in the future.

It is the primary intent of the *Plan* to provide a strong east-west pedestrian and transit corridor through the project in order to provide a linkage between the downtown area and new residential development in the *Riverpark Component of the Rio Nuevo Project*. Such a linkage will utilize the existing McCormick Underpass to connect the Riverpark and El Centro Components. This underpass may be altered to more effectively implement the transportation and land use corridor that connects this Component of the *Plan* to the Riverpark Component. "Strong" means establishing a relationship between land uses and structures and the corridor, and also establishing the proper spacing of uses, structures and public areas so as to provide an interesting sequence for the pedestrian. In addition, it means a well landscaped and sufficiently wide corridor aligned to comfortably accommodate pedestrian and alternative transportation systems, including possible PRT-type system traffic, plus provision of expanded nodes of land area to accommodate seasonable or permanent commercial activities catering to the passing public, in order to create vitality, activity and interest in the use of the pedestrian/transit corridor. The developers and owner participants will be encouraged to design their respective elements of

the corridor to create a series of well integrated building groupings defining linked public spaces flowing through the project.

C. Building Codes and Ordinances

The project will not result directly in the modification or change of any existing building codes or other ordinances, except portions of the zoning map of the City of Tucson.

VII

KIND AND NUMBER OF SITE IMPROVEMENTS AND ADDITIONAL PUBLIC UTILITIES REQUIRED TO SUPPORT NEW LAND USES AFTER REDEVELOPMENT

Site improvements undertaken as project activities at project expense may include improved storm drains or box culverts through portions of the site, removal of abandoned sections of street, demolition of substandard and abandoned buildings, and possible construction of portions of the east-west pedestrian/transit route through the project. The widening of Congress Street is currently being undertaken by the City of Tucson as part of its Capital Improvement Program. Also required is implementation by Pima County of Phase I of the Southeast Interceptor Sewer program along the west project boundary in order that sewer capacities be adequate to accommodate project waste discharge. This program is already scheduled for early implementation.

Adequate gas, electrical, water and telephone services are available at project boundaries. To the extent that it is necessary and incidental to site improvement and project construction, some of these utilities may be relocated, realigned, or replaced. A very old 12 inch sewer running north through the project will probably be relocated.

Depending upon future land use decisions, more intensive commercial office development of areas south of Congress Street may justify construction of parking garages or single level parking decks which may be funded through the project's industrial development revenue bonding program or other sources.

VIII

PROPOSED METHOD AND ESTIMATED COST OF LAND ACQUISITION AND SITE PREPARATION, AND ESTIMATED PROCEEDS OR REVENUES FROM DISPOSAL OF LAND TO REDEVELOPERS

The Land Acquisition Map, attached hereto as "Exhibit E" and made a part hereof, shows areas to be acquired or controlled for use in accordance with the *Redevelopment Plan*. All areas marked "C" are to be acquired. The EPSW Terminal may be purchased or otherwise controlled by a non-acquisition agreement with the owner to effectuate the redevelopment plan. Other probable non-acquisition areas are likewise identified.

Acquisition appraisals, when necessary, will be prepared by competent independent appraisers as the basis for negotiations for the acquisition of project lands at their fair market value. If agreement on purchase price cannot be reached, condemnation suits will be initiated, with fair market value to be fixed by the courts. Following acquisition of project land, sites will be prepared for new development in accordance with the *Plan*, including installation of project improvements to serve the area.

Several Alternative land acquisition programs are possible, depending upon the extent to which project funds can be budgeted for land acquisition and upon the willingness of property owners to enter into alternative non-acquisition agreements pertaining to the development of their properties in accordance with the *Plan*, whereunder objectives of the *Plan* would still be attained at substantially reduced public cost. Land exchanges might be effectuated to make properties more usable or to meet other public and private redevelopment objectives.

The Illustrative Budget, attached hereto as "Exhibit F" and made a part hereof, identifies estimated costs for redevelopment. The estimated maximum cost of land acquisition and preparation of the Rio Nuevo project area for redevelopment, which includes both the El Centro Component and Riverpark Component I, is \$13,810,000. Land Sale proceeds for redevelopment in accordance with the Plan are estimated to be \$4,200,000, depending upon the amount of land actually acquired and sold.

The Illustrative Budget identifies a "net project cost" of \$8,730,000. This amount shall not be changed without the prior approval of the Mayor and Council. Regular City and federal procedures shall be followed if adjustments are made to any of the other budget categories identified in the attached Illustrative Budget.

IX

PROPOSED METHOD OF FINANCING IN REDEVELOPMENT PROJECT

Project expenditures in excess of proceeds from the sale of land to developers will be paid from a variety of sources, including but not limited to: appropriations from Housing and Community Development Act grants, including the Section 108 Loan Advance; the City of Tucson's Capital Improvement Program; State of Arizona funds; Pima County Flood Control District funds; Tucson Electric Power Company undergrounding district funds; private gifts or donations; various other Federal grant-in-aid programs, including historic preservation and solar energy development assistance; and other funding sources, including tax increment financing and industrial development and/or mortgage revenue bonds.

X

**FEASIBLE METHOD PROPOSED FOR THE RELOCATION OF FAMILIES TO BE
DISPLACED FROM THE REDEVELOPMENT AREA**

No resident families will be displaced from the redevelopment project area as a result of redevelopment activities.

XI

REDEVELOPER'S OBLIGATIONS AND DESIGN OBJECTIVES

A. Time for Completion

The redeveloper(s) shall begin and complete the development of the land for the uses required by this *Redevelopment Plan* and the construction of improvements agreed upon in the disposition or non-acquisition contract within a reasonable period of time to be provided for in the redevelopment contract.

B. Design Objectives

The redeveloper(s) will be required to meet certain design objectives enumerated below, subject to site plan and design review and approval, in order that sound and attractive development be achieved and to ensure that the new development is properly integrated into the area:

1. Provide building orientation and siting and an arrangement and relationship among uses and structures in an interesting sequence that defines, complements and supports a strong pedestrian corridor and alternative transportation system as an integral part of the overall design and project activity.
2. Provide an attractive urban environment utilizing form and materials that blend harmoniously with adjoining areas.
3. Provide for well-designed open spaces in relation to new buildings, including appropriately screened and landscaped pedestrian and parking areas.
4. Provide maximum separation and protection of pedestrian access routes from vehicular traffic arteries and optimum internal pedestrian circulation routes within the development.
5. Provide adequate setbacks or acoustical shielding from traffic noise.
6. Otherwise reflect standards of quality and excellence required for acceptance of the concept through Site Plan Review procedures.

7. It is expressly understood that approval of any site or architectural plans, including landscaping, signing and lighting, is solely at the discretion of the Downtown Development Corporation as the contractor with the Mayor and Council for implementation of this project, the final approval by the City of Tucson as required by applicable Tucson City Codes, and applies to any and all features shown thereon; that any subsequent additions, deletions, or other modifications thereof are required to be resubmitted by the redeveloper(s) for approval before actual construction can occur; and furthermore, that the regulations and controls of this *Plan* as they pertain to land use will be implemented where applicable by appropriate covenants and other provisions in the agreement for land disposition and conveyance executed pursuant thereto. The covenants shall run with the land for a period of 20 years and for a subsequent period of 20 years; provided, however, that after the first period of 20 years, if it is found that there no longer exists justification to maintain the use or uses of the site, the subsequent period of 20 years may be extinguished by the Mayor and Council.

C. Sale, Lease or Reconveyance

The redeveloper(s) of project land, except owner participants, shall not sell, lease or otherwise transfer such land at any time prior to the completion of the redevelopment thereof without the prior written consent of all parties to the redevelopment contract. Obligations under owner participation agreements shall be transferred to any successors in interest.

D. Nondiscrimination

No person shall, on the grounds of race, creed, color, sex, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to, discrimination in the sale, lease, use or occupancy of any portion of this redevelopment project area. Appropriate covenants running with the land which will prohibit such restrictions shall be included in land disposition and owner participation instruments.

XII

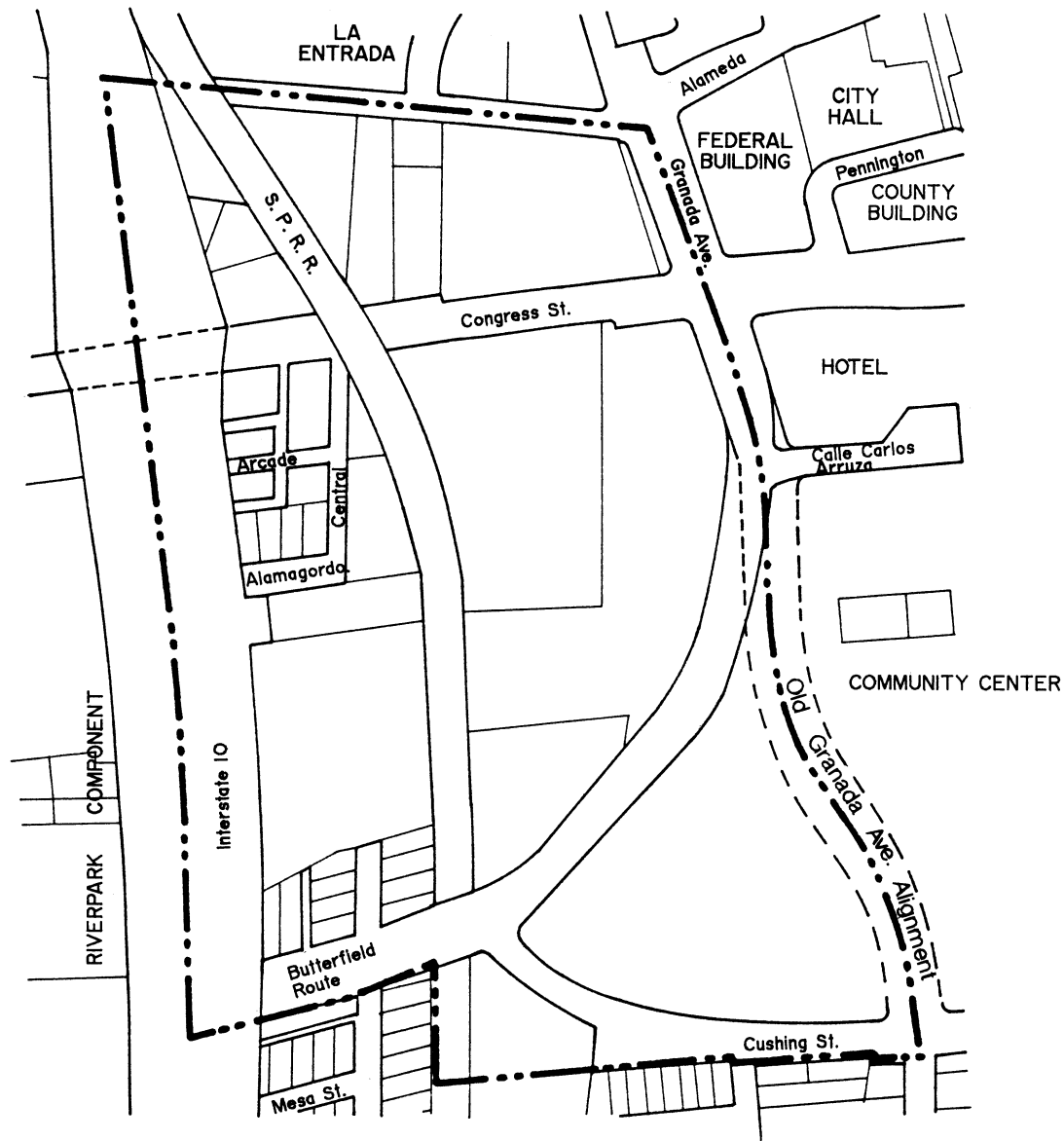
GRANTING OF VARIANCES IN THE EVENT OF HARDSHIPS

Where unnecessary hardships, practical difficulties or consequences inconsistent with the general purposes of this *Plan* result from the literal interpretation and enforcement of restrictions and limitations imposed by this *Plan*, the owner of the property affected may make application to the Downtown Development Corporation for a variance, stating fully the grounds of the application and facts relied upon. The Downtown Development Corporation, upon receipt of the application and upon its own further investigation, shall subsequently submit its recommendations to the City of Tucson for final review and approval. The City of Tucson may grant a variance under such conditions and safeguards as it may determine, consistent with the general purposes and intent of

this *Plan*, provided that in no instance will any variance be granted that will change or alter the land uses or other basic requirements of this *Plan*.

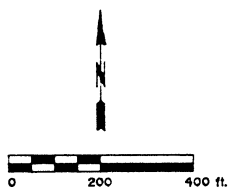
XIII PROCEDURES FOR CHANGES IN APPROVED PLAN

The approved *Plan* may be amended by an amendment prepared by the Downtown Development Corporation and approved by the City of Tucson upon compliance with requirements of the law provided that in respect to any land in the project area previously disposed of for use in accordance with the *Redevelopment Plan*, the City receives the written consent of the owner of such land whose interest therein are materially affected by such amendment.



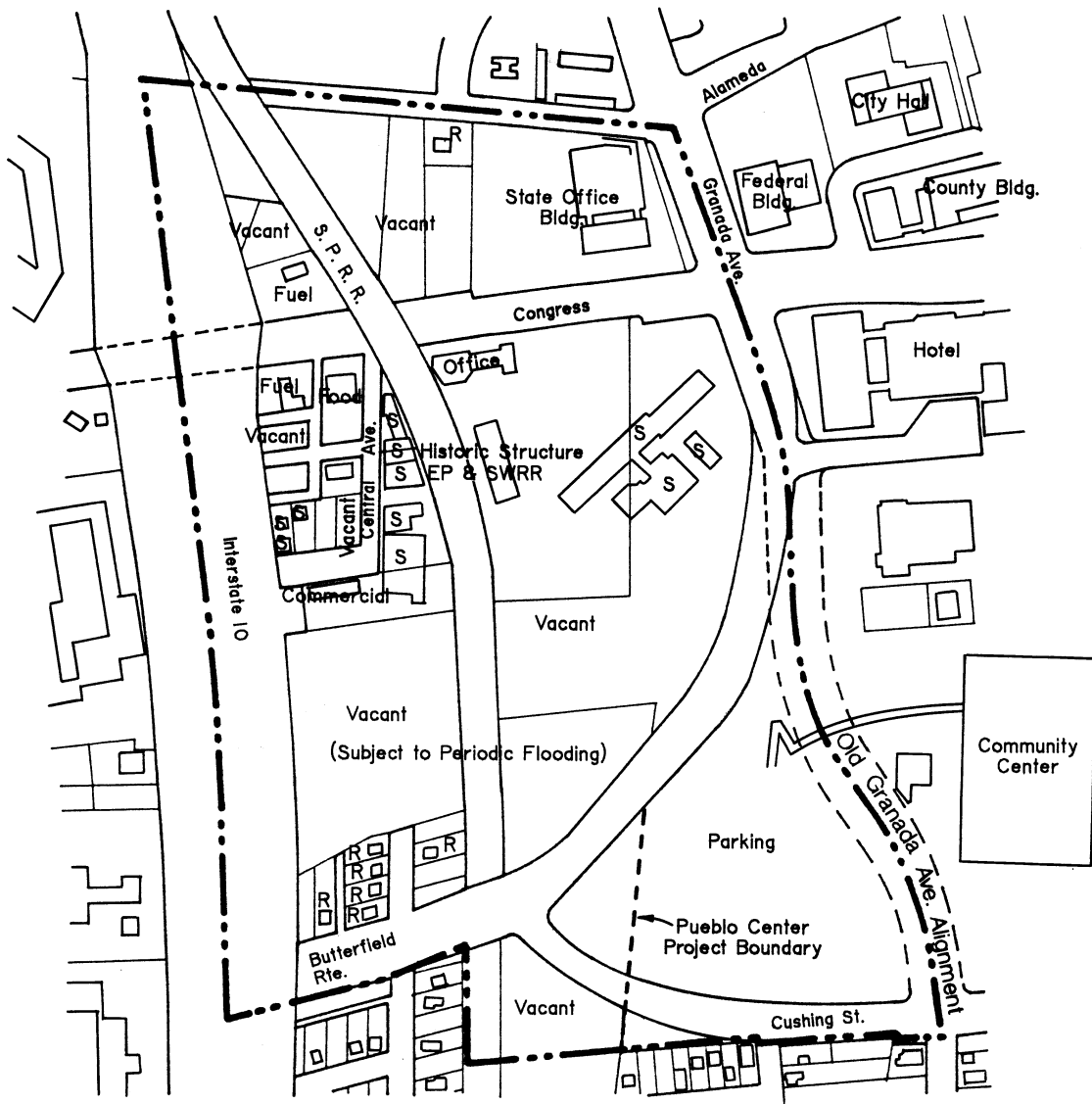
**Rio Nuevo Redevelopment Project
Downtown West (El Centro) Component**

Boundary Map



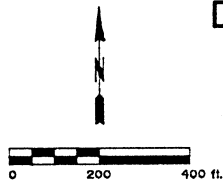
--- Project Boundary

Exhibit A

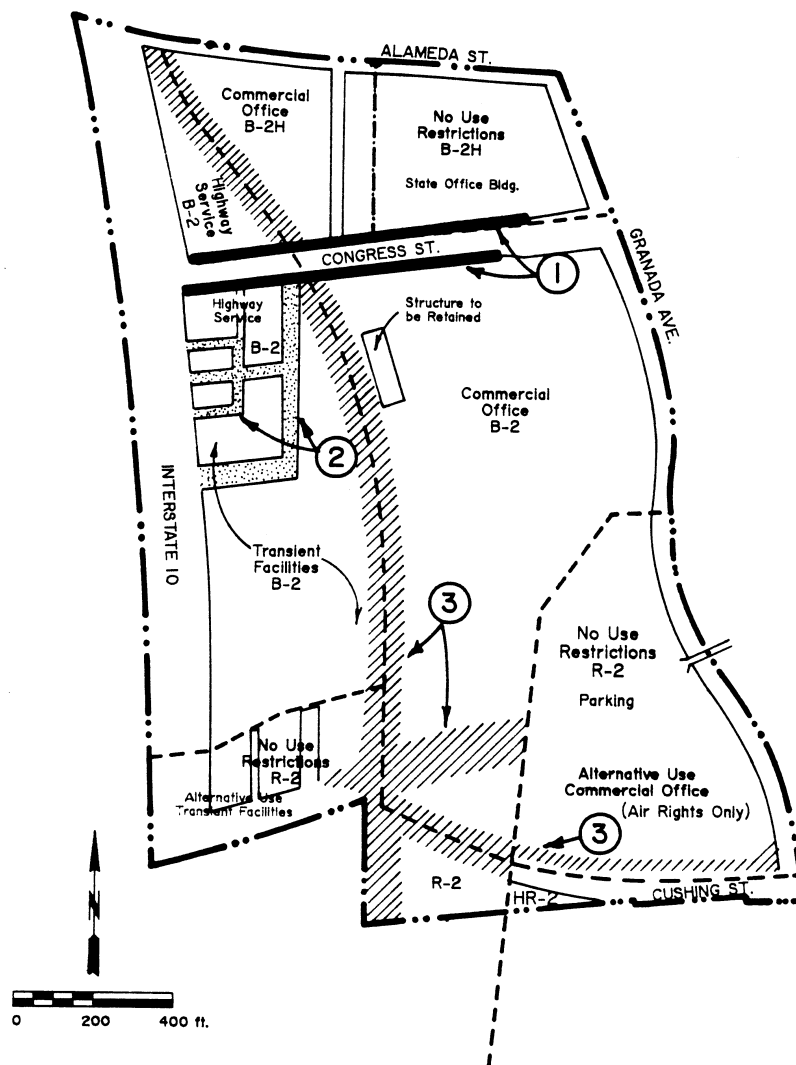


Rio Nuevo Redevelopment Project Downtown West (El Centro) Component

Existing Land Use and
Conditions of Real Property



- · · — Project Boundary
- S Substandard, Dilapidated or Abandoned
Structure Not Feasible of Rehabilitation
- R Residential Structure Feasible of Rehabilitation

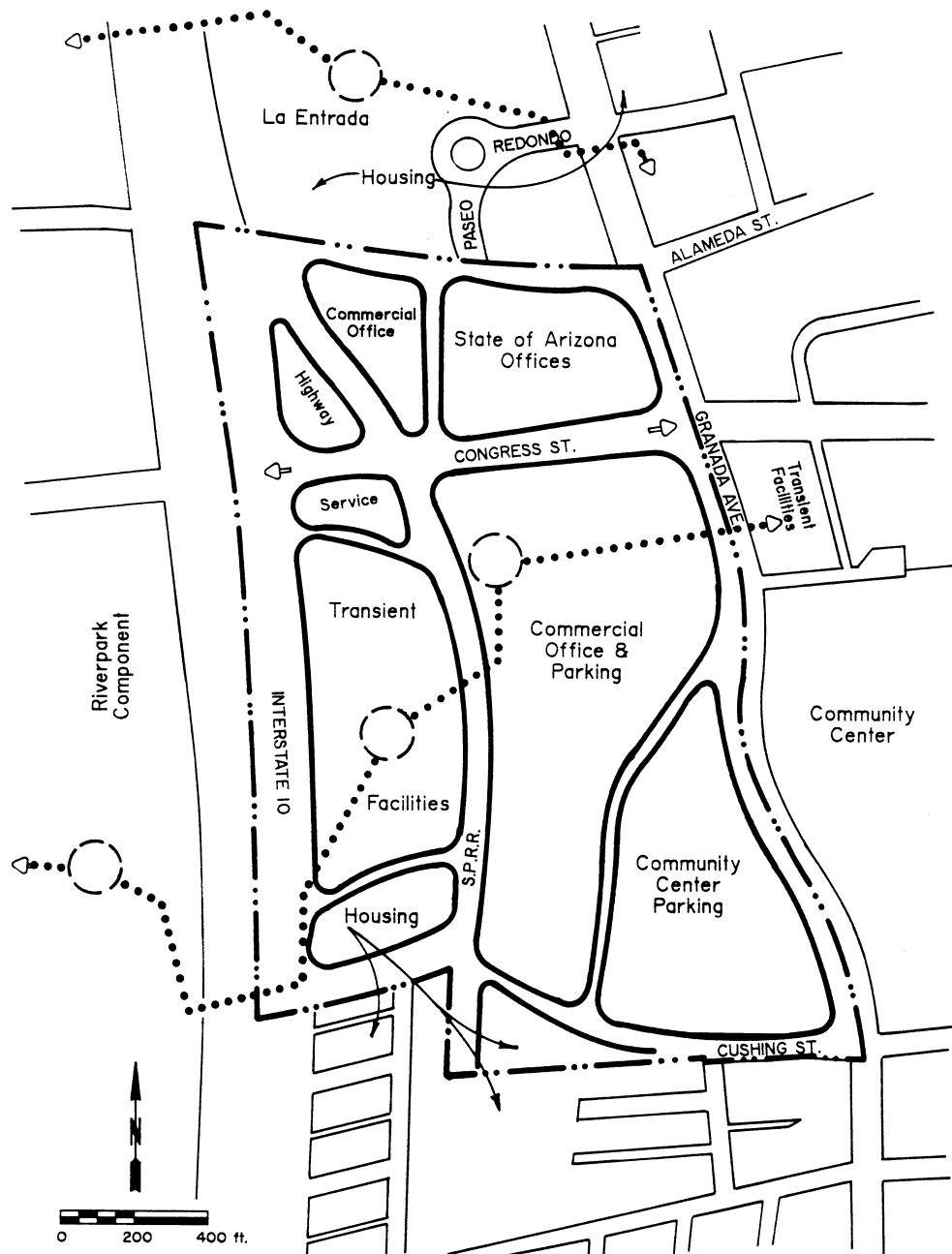


Rio Nuevo Redevelopment Project Downtown West (El Centro) Component

Land Use Plan

- · — · — Project Boundary
- · — · — Zoning District Boundary
- - - - - Boundary Between Restricted Areas
- ① Right of Way Extension or Widening
- ② Right of Way to be Vacated
- ③ Optional Right of Way Acquisition

Exhibit C

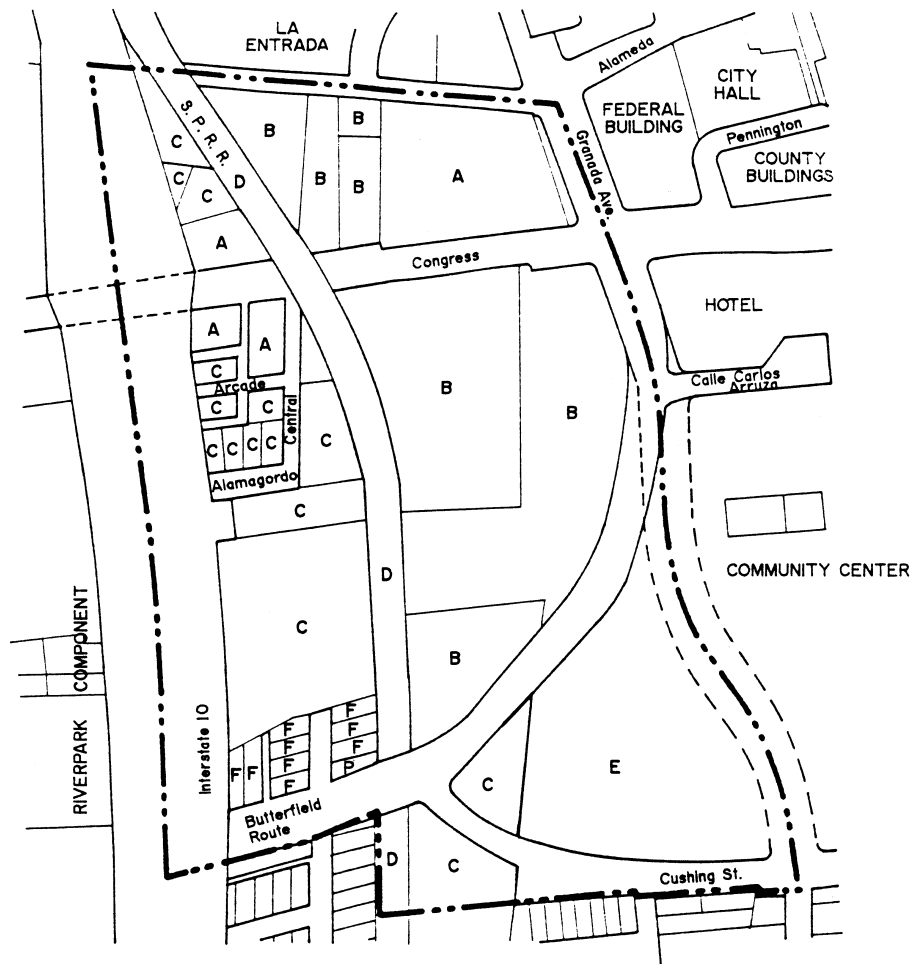


**Rio Nuevo Redevelopment Project
Downtown West (El Centro) Component**

Concept Plan (Schematic)

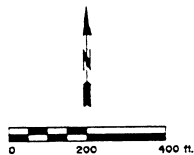
- · · — Project Boundary
- Activity Nodes
- Pedestrian Transit Linkages-
Riverpark to Downtown

Exhibit D



**Rio Nuevo Redevelopment Project
Downtown West (El Centro) Component**

Land Acquisition Map



- A Not to be Acquired
- B Owner Participation-Not to be Acquired
Unless No Owner Participation Can be Reached
- C To be Acquired
- D To be Acquired if Available
- E Air Rights May be Acquired or Leased
- F Owner Participation-Not to be Acquired
Unless on a Voluntary Basis
- P Publicly Owned
- Project Boundary

Exhibit E

**RIO NUEVO REDEVELOPMENT PROJECT
REDEVELOPMENT PLAN**

EXHIBIT "F"

ILLUSTRATIVE BUDGET

Land Acquisition	\$4,500,000
Site Improvements	6,560,000
Site Preparation	1,100,000
Relocation	125,000
Administration	895,000
Contingency	<u>630,000</u>
GROSS PROJECT COST	\$13,810,000
Less Land Sale Proceeds	4,200,000
Less Projected Income	<u>880,000</u>
NET PROJECT COST	\$ 8,730,000